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August to September 1949: Tarachute training.

CLEITRAL INTELLIGENCE ACTICY

September to October 1949: Lovering of heavy loads by gerachuta .

6. Parachuse training:

- The parachutists jumped from twin-engine aircraft, presumably fitted with radial engines; leading edge tapering, trailing adge straight, rounded wing tips, single tail assembly, landing gear retracting outward, tail whoel, glazed cockpit.
- Training in mass jumping was done in three phases:

thase 1: Take-off of one twin-engine plane which would climb to an altitude of 1,000 to 1,200 meters. Ten parachutists would jump, one after another. It was particularly noted that all the parachutes would open soon after the jumps at the same distance from the plane,

These 2: Group jumping at first from three, then from nine planes, 12 parachutists jumping at close intervals from each plane flying at an altitude of about 1,200 meters. The parachutes would open shortly after the men had jumped. The jumping was made simultaneously from all the planes of a flight, the parachutists of the 2d and 3rd flights jumping on the same spots as those of the first flight.

Thase 3: Same as phase 2. The parachutists jumped in groups of 12 from 9 planes.

Additional observations made in 1949:

A"leader", who dropped a great distance before his parachute opened, jumped from each plane or flight. hile doing this a red flag unfolded which was slowly lowered to the ground indicating to the other jumpers their rallying points. These maneuvers took place only in good weather after 4 p.m. with a total of 27 planes flying in three groups of 9 planes each participating.

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e, Number of accidents, according to rumors emong the civilian population:

In 19.8: 64

In 194) up to October: 16

- d. Personnel occupation during the parachute training: An estimated 400 to 500. The officers made a good impression and looked intelligent. The soldiers were 23 to 35 years old and wore light blue epaulets and blue ribbon: around their caps.
- e. The parachute unit was equipped with 13 tenk trucks, including a semitrailer of US origin. The Soviet tank trucks had an estimated capacity of 3½ cubic meters.
- g_* Transfer: The twin-engine planes left the airfield whick remained unoccupied for ϵ couple of days, until new units arrived.

7. Cergo gliders:

- a. Towing aircraft: Twin-engine planes of the type observed during the parachute training.
- b. Cargo glider of the old type, an engular figuration with a strikingly plump fuselage. Leading edge of wing straight, trailing edge tapering, single rudder assembly, no details available on landing gear.
- c. New type cargo glider: rounded forms, thick and plump fuselage. Wings set strikingly far to the fore, no details available on landing gear.
- d. Training: In 1948 with old cargo gliders, in 1949 with new type gliders also. The training started with three powered planes each towing one cargo glider. They were towed to an altitude of about 350 meters, where they were released and made a spot landing after a steep glide. Later up to 9 planes participated in the training. They flew in the following formation:

Three cargo gliders landed close together in an assigned target area. The individual training periods lasted for six weeks.

The personnel occupation observed during the training of cargo glider pilots was much smaller than during the perachute training. The soldiers were light blue epaulets and had blue ribbons round their caps.

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- 8. Propping of heavy loads with parachutes:
 - b. From twin-engine planes as mentioned in paras 6 and 7. 25X1 b. From four-engine planes fitted with strikingly small wings and slim fuselage; single rudder assembly, glazed cockpit, section of fuselage forward of wings strikingly long, however, not longer than section aft of wings. According to fellow PRs who had served with the German Air Force, these four-engine aircraft represented a "modified version of the US superfortress". The modification consisted of an extension of the nose.
 - c. This training was first seen in 1949. The loaded aircraft took off individually, climbing to altitudes of at least 500 meters. The load then slid out from under the fuselage, falling a short distance before one to three large parachutes, depending on the heaviness of the load, were released. The load was slowly lowered to the ground.
 - d. Details: AT or Al guns were dropped in two loads, each load being fastened to a large parachute. Ammunition containers were also dropped. The two parts of a gun and the pertaining ammunition containers were marked by a flag of the same color which was detached after the opening of the parachute, slowly sailing to the ground over the dropped load. One truck, presumably of ZIS make, was dropped from a four-engine plane suspended from three large parachutes. One tank which was clearly recognized as such was likewise lowered suspended from three large parachutes.

Six heavy loads were dropped on one day. Some accidents were caused by a failure of the parachutes.

e. The personnel occupation during this training was small in comparison with that seen during the parachute training.

9. Fighter training:

- a. Twenty fighters, including about seven jet fighters, were parked at the field.
- b. liston-powered aircraft: Redial engine, no sweep-back and dihedral, section of fuselage forward of wings shorter than that aft of them, single rudder assembly, retractable landing gear.
- c. Jet aircraft: Figuration same as that of the conventional piston aircraft, wings without sweep-back or dihedral, auxiliary fuel containers fitted at underside of fuselage, higher speeds.
- d. Flying: Only individual flights were seen. No formation, night or bad weather flights. Occasional firing practices at towed air sleeves were also seen.

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	CENTRAL INTELLIGENCE AGENCY	25
2	In the late Summer of 1949, prior to the loscow air show, the airfield, for a period of four weeks, was occupied as follows:	
	a. Sixty-two twin-engine planes of the same type as those used for the parachute training.	
	b. Flying: Formation flying with at first threa. Later nine and finally 27 aircraft.	25
	the flight disci-	25
	pline was good, the distances held between the indi- vidual aircraft were, however, greater than in the German Air Force. Three planes would take off at the same time in take-offs of major units. A forma-	
	tion of 27 aircraft took 15 minutes for assembly.	
	c. Formation flown on occasion of the air show:	
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